Project: Construct 20th Street S.E. from CR 1 (11th Ave SE) to CR 36 (Marion Rd SE)
Project No. J-2208
S.P. 159-080-014
Project Length: 1.1 miles
Project Date: 2009
Construction Yr Cost Estimate: $5,690,000
Federal Funding: $1,420,000

DESCRIPTION:
The Construction would consist of: Construction of a 36 foot wide rural section roadway, bridge structure(s), pedestrian trail facilities, and storm water facilities. This corridor is identified on the ROCOG 2035 Long-Range Transportation Plan as an urban arterial. The proposed project would connect the intersections of CSAH 1 / CR 146 with CSAH 36 / CR 143. This connection would complete a 4-mile long east-west corridor approximately 1 mile north of TH52 and also 1 mile south of TH 14, and would reduce traffic demand on these parallel routes. The project potentially includes 2 bridges, one over Willow Creek and one over Bear Creek, or a single span over both waterways.

FROM the City of Rochester's Submittal to MnDOT District 6:

District 6
City and County Project Selection Criteria

1. **Discuss the project's merits/benefits and intended affect upon the regional transportation network. (20 points)**

   Construction of this 5,300 foot long segment of 20th Street SE would complete a 4 mile east-west major urban arterial route from TH 63 to CSAH 11. The route would parallel TH 14 and TH52 on the south side of Rochester. It would enhance the overall system connectivity and would serve to reduce traffic demands on TH 14, especially the intersections of TH 14 at Marion Road, and TH 14 at 11th Avenue SE.

   MnDOT has programmed the reconstruction of TH 14 from TH 63 to CSAH 36 in 2011. The completion of the 20th Street SE connection prior to 2011 would provide a much needed and used construction bypass/detour during the TH 14 reconstruction.

2. **Describe how the project will improve the mobility of people and goods. (20 points)**

   Presently people desiring to use this roadway must travel one mile further north to reach the closest parallel route. ROCOG estimates that the ADT will be 7,500 on the new roadway. For 20% of these trips, the project reduces the round trip by 4 miles.

This route results in annual savings of 2.1 million vehicle miles. At an estimated cost of $ 0.45/vehicle mile, the annual savings is $ 945,000 dollars.

The project will improve flow and reduce travel time for trips destined for major activity centers along 11th Avenue or Marion Road such as Mayo High School, Willow Creek Middle School, several churches, the McQuillan Athletic Field complex, and Eastwood Golf Course. The project will increase the level of service capacity and reliability of the Marion Road & 11th Avenue intersections with TH 14 where a predominance of left turn movements reduces the LOS of these intersections. Transit operations are enhanced by providing a more direct link that allows looped routes verses dead-ending. Reducing the number of left turns at these intersections can relieve the congestion at the Marion Road and 11th Avenue intersections with TH 14 and improve the overall safety of TH 14.

MnDOT has programmed the reconstruction of TH 14 from TH 63 to CSAH 36 in 2011. The completion of the 20th Street SE connection prior to 2011 would provide a much needed and used construction bypass/detour during the TH 14 reconstruction.

3. **Describe how the project eliminates structural, geometric and functional deficiencies.**
   (20 points)

   The project would reduce traffic at two very busy intersections TH 14 at CR 1 and also TH 14 at CSAH 36. The reduction in traffic at those two intersections reduces the capacity deficiencies at both intersections. It further eliminates the need for increasing the capacity of TH 14 from 4-lanes to 6-lanes between CSAH 36 and CSAH 1.

4. **A goal of the SAFETEA-LU legislation is to promote safety. How does your project enhance or improve safety? Explain (15 points)**

   Construction of this critical east-west connector road will greatly improve the safety of the traveling public. Congestion, left turn movements, and delays will be reduced along TH 14, CSAH 36, and CSAH 1. Intersection level of service will be improved at TH 14 intersections with CSAH 1 and CSAH 36, and at CSAH 36 and Eastwood Road. Providing a more direct route (an annual reduction of 2.1 million vehicle miles) through a corridor with fewer conflicts will reduce crashes.

5. **Explain how the project contributes to the areas long-range transportation plan. (10 points)**

   The long-range plan for the City of Rochester includes expanding the residential neighborhoods east of Marion Road. In fact the City of Rochester has already begun the extension of City utilities into this area to connect 971 homes with failing wells and septic systems. 20th Street SE is shown on the recently approved ROCOG 2035 Long-Range Transportation Plan as an urban arterial.

6. **How does your project promote more than one mode of travel? Explain. (10 points)**

   This roadway would enhance the City of Rochester's transit system and the public school bus service by providing a direct connection from the residential neighborhoods east of CSAH 36 to Willow Creek Middle School, Mayo Senior High School, and to the downtown. It would allow a more efficient route to be used and that would attract more riders.

   The project would include a parallel bicycle path to provide a more direct route to existing bike trails for recreational and commuter rider ship to the same areas served by the transit system.

7. **Describe what public participation has taken place with this project. (5 points)**

   There has been public hearings held in the fall of 2005 prior to approval of the ROCOG 2035 Long-Range Transportation Plan and this route is shown on the plan. In addition there has been several neighborhood meeting with citizens that petitioned for extension of City sewer system to the neighborhoods east of Marion Road and the proposed road and alignment was discussed with the sewer extension information. The City has included this project in its Capital Improvement Program (CIP) for over 20 years.